

COMMENT/RESPONSE LOG
CITIZEN ADVISORY COMMITTEE MEETING #1 (1/6/2010)
5TH STREET IMPROVEMENTS PROJECT
CITY OF WOODBURN

ITEM NO.	REGARDING	COMMENTS	RESPONSE DATE	RESPONSE
105	TSP	Provide copies of the 2005 TSP update to the CAC so they can see the other options that were previously eliminated.		Due to the number of pages in the 2005 TSP update, applicable excerpts from this document will be provided to all CAC members to conserve resources. Two complete copies of the TSP will be available for reference at CAC Meeting #2 and complete copies can be provided to any CAC member upon request.
106	Yew Street Extension	Provide information on the impact of creating a new public street inside of Nuevo Amanecer instead of extending Yew Street to determine its feasibility.		MSA will present four different options to connect 3rd Street to 5th Street including a new public street inside the Nuevo Amanecer. These options will be shown on a plan sheet and include a list of pros & cons regarding the impacts as well as budget level cost estimates to be used for comparison purposes.
107	Traffic	Provide traffic information for the following streets: Harrison, Settlemer, Boones Ferry and Lincoln between downtown and Settlemer.		Approximate existing traffic volumes and post project traffic trends based on engineering judgment will be shown in a figure for the requested streets and several other streets in the vicinity of 5th Street. The project design team is currently coordinating with ODOT to establish and reach acceptance on the post project traffic volumes to be used to perform the traffic analysis. ODOT is currently reviewing the model and are anticipated to release results in the first half of February.
108	Traffic Flow	What is the proposed circulation pattern and plan for Harrison Street?		Harrison Street would remain a two-way street per the existing conditions under any of the proposed 5th Street improvement alternatives. The circulation pattern under Alternative 1 (two-way on 5th) would remain the same although turning volumes at 5th and Harrison are expected to increase. Under Alternative 2 (one-way on 3rd and 5th), turning movements to and from 3rd and 5th Street would change to correspond with either a clockwise or counterclockwise pattern. Once post project traffic volumes are established (see comment #108 above), turning movements at Harrison will be evaluated for all alternatives to determine if potential congestion would occur.
109	Yew Street Extension	Extend Yew St. all the way to Front St. instead of dumping traffic onto Harrison.		Extending and improving Yew Street to Front Street would likely have a positive effect on the transportation system as proposed, but to do so would require several property acquisitions (at least 5 parcels) at an additional cost of about \$2 million. Such an extension is outside the scope and budget of this project but could be considered as part of future TSP updates.
110	Signal	The proposed traffic light on Hwy 214 at 5th St. seems to be most beneficial to the businesses and community on Meridian, north of Hwy 214. If traffic is going to be shuttled onto Harrison, it just seems like a bottleneck will be moved from one location to another.		Assuming the 5th Street connection to Hwy 214 is made, the project design team believes a signal at 5th and Hwy 214 will provide a benefit for the community on both sides of Hwy 214. Once traffic volumes are modeled and agreed upon with ODOT, the project design team and CAC members will be able to see and compare the volume of traffic on both sides of Hwy 214. Also, the project design team will be able to analyze the impact at 5th and Harrison to determine if congestion or a "bottleneck" would occur at that location.
111	Emergency Response	Provide more information about fire, emergency response and public safety analysis.		It is expected that as the alternatives are presented and feedback is provided by the CAC, emergency response representatives on the CAC will be able to provide their perspective. In general, connecting 5th Street to Hwy 214 is seen as a benefit for emergency response as it provides another viable route through the City.
112	Community Interests	Provide more information about how far 5th St. will be extended onto property when widened.		The 5th Street improvements will be within existing public right-of-way and will not be widened onto private property. Several residences currently have yards and driveways that extend into the public right-of-way that may be affected. The project design team can design the improvements to limit impacts to certain areas within the public right-of-way that are desired to be maintained. Preliminary cross sections showing these effects have been provided and will be updated and refined with CAC input. As discussed below in comment #113, the project design team will conduct a field walk-through to better demonstrate to CAC members the options for widening 5th Street.
113	Community Interests	Organize a field trip for members of the community who would like to walk along 5th St. to more clearly visualize proposed improvements.		A field trip has been scheduled for Saturday, January 23rd at 10 AM to satisfy this request.